

Financial,
Manufacturing,
Real Estate.

The Times



Dispatch

Want Ads.
Agriculture,
Commerce.

THE TIMES FOUNDED 1864
THE DISPATCH FOUNDED 1860

RICHMOND, VA., SUNDAY, OCTOBER 29, 1911.

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BELLWOOD, AND WHAT IT IS DOING



BELLWOOD FARM EXHIBIT AT STATE FAIR.

REAL ESTATE AND BUILDING NEWS

Quiet Week in a General
Way; Big Sales in
West End.

GOOD BUSINESS
ALL OVER TOWN

An Old Stager Talks—Virginia
Place in the Limelight—Home
Buyers Looking to Rich-
mond—Sales and Rumors
of Sales in the Air.
Suburban Notes.

During the week just closed the real estate interest seemed to have centered largely in the West End, and there are all kinds of talk about big deals out in the Lee District, beyond the Boulevard and away out in the far west suburbs. On the streets there can be heard any amount of gossip as to big sales of home places and large acreage deals that speculators have made, with immense profits in view in the near future, but an effort to run down some of these wild stories results in showing the business of the past week to have been reasonably active in home makers' properties, with but a speck of the speculative fever visible, and that is really a good sign of the times.

One Factory Site.
It is true that there has been not a little activity in residential properties on most of the streets that point westward to and beyond the Boulevard. One firm tells me they sold last week more than \$52,000 worth of residential property on West Broad Street, to the sunset side of the Boulevard and between there and Rosemead Road. They say that the bulk of this property went to home makers, although they admit that speculators who are looking for an early profit got in on several of the lots that were sold. One out of the six sales made by this concern was a large frontage to a manufacturing concern, which proposes to erect a factory at that site.

Towards the Setting Sun.
There are all kinds of other talk about large sales in the West End, and in these days of expansion the West End goes mightily far towards the setting sun, as far out as Westhampton and Three Chop Road and all around the new Richmond College grounds, and even beyond. Including the sales made away out there and some 500 feet on Monument Avenue, beyond the Boulevard, and all of that West Broad Street property, I would not wonder if the total was somewhere close to \$200,000 for West End properties alone.

A Peculiar Feature.
A peculiar feature about these sales is that the speculator is in the rear rank, and the most of the sales were made to permanent investors, folks who expect to build on the ground they have bought. Not less than a half a dozen agents tell me that the majority of the inquiries they have about West End properties, and a majority of those who are investing in the same, are out of town people, who are making their plans to move to Richmond and become permanent citizens of the best city under the stars.

Virginia Place.
Notwithstanding unfavorable weather the first day of their sales, the Virginia Place people—that is to say, the Real Estate Loan-Deposit Company—report the sale of thirty-six lots, aggregating something more than \$22,000. This company is putting in substantial improvements, and they say that no subdivision of lots around Richmond will be more elaborately improved than what they term Richmond's garden spot.

It is really a pleasure for one who is interested in Richmond and its future growth to visit this property and see the marvelous changes that have taken place in Virginia Place in the last few weeks. I am informed that the company is selling lots at what is

GOULD'S VIEWS OF OLD VIRGINIA

The Big Investor Tells of Rich-
mond's Advantages—Liberal
and Progressive People.

SOUTH THE PLACE TO INVEST

Virginia's Magnificent Water
Front and Its Great Future.
Richmond in the Lead.

Richard H. Edmonds, the editor of the Manufacturers' Record, of Baltimore, was in New York the other day and had a long talk with Frank Jay Gould. In the last issue of the Record Mr. Edmonds prints in full his interview with Mr. Gould.

"I would rather invest in the Southern part of our country than elsewhere, for, in my opinion, that is the section that is to share more than the North, East or West in the future enhancement of values."

That is what the financier said to the veteran industrial editor, and the editor adds that Mr. Gould has already proven his faith by his works, as he has of late years put some millions of dollars into Southern development enterprises. In the days when the financial world had but little faith in the South, Jay Gould invested heavily in timber properties in the Southwest, as well as in the building of railroads and there may perchance be an inherited tendency in the family which found expression in the great street railway and electric power development work in Norfolk and Richmond and in hydro-electric operations in the neighborhood, by the son.

Foundation for His Faith.
In discussing the outlook for the South, Mr. Gould expressed to Mr. Edmonds his enthusiastic belief in the future of this section in the statement that he would rather invest money here under present conditions than anywhere else in the United States.

"I have great faith," said Mr. Gould, "in the broad development of the whole South, and, of course, am deeply impressed with the possibilities of the Richmond-Norfolk section as illustrating what will take place in growth throughout the Eastern and Central States. In the enlargement of the operations of the Virginia Railway and Electric Company, controlling the street railways of Richmond and Norfolk, that company is planning to spend much money during the next three years, and, in fact, its board of directors has just authorized the construction of a new power plant in Richmond at a cost of \$600,000 to meet the growing demands for electric current."

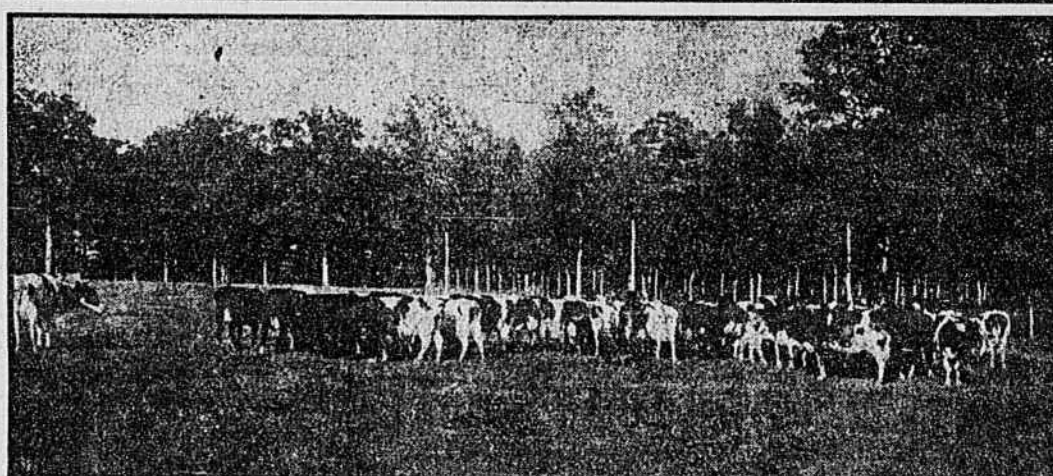
Richmond in the Lead.
"Both of these cities have, in my judgment, a very great future. Perhaps Richmond is growing more rapidly than New York, but the latter city has a cost of possibilities. Its harbor is superior even to New York's, and with the opening of the Panama Canal a great quickening in the commerce of the whole Hampton Roads basin should take place. Both Richmond and Norfolk must inevitably become cities of the first magnitude. Richmond has shown an astonishing growth as an industrial center, and its financial people have for years taken a very aggressive part in the development of the railroads and business interests of the whole Central South. It is thus a place of strong financial leaders, as well as a great manufacturing point."

Only a Hint of the Future.
"The Hampton Roads basin is even now one of the largest coal-shipping points in the world. Connected as it is by the Chesapeake and Ohio, the Norfolk and Western and the Virginia Railway with what has been termed 'the heart of the bituminous coal field of America,' that is, the great central coal region of West Virginia, southwestern Virginia and Eastern Kentucky, the present coal trade of the

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THE BELLWOOD HOME.



PART OF THE HOLSTEIN HERD.

MONEY IN SHEEP WHEN CARED FOR

Big Profits in Small Flocks.
Shropshires Pay Good Profits
in Virginia.

BY J. M. BELL,
Industrial Editor of The Times-Dispatch.

Dear Sir,—In looking over the exhibits of sheep at the Virginia State Fair, recently held at Richmond, I call to mind the record of a small flock of grade Shropshires on a Tidewater Virginia farm, a flock that yielded a fine return for the money invested in them, and it seems to me that you, who are doing so much to interest the farmers of the old Commonwealth in better methods of farming, and especially in the very important subject of raising live stock, would be interested in the really unusual record of this small flock of sheep.

Well, they were raised on an East Virginia farm, in the Tidewater section.

There were thirty-six ewes in the flock, and one buck. The lambs, thirty-six in number, an average of one piece for each ewe, sold for \$6.50 a head net. The thirty-seven old sheep clipped a total of 216 pounds of wool, which sold for 30 cents per pound and amounted to \$64.80.

Now we have thirty-six lambs at \$6.50, amounting to \$234, which added to the \$64.80 received from wool, makes \$298.80 for one year's receipts from this small flock of good sheep.

Where They Fed.
This little flock of sheep did not get their living from poor land, but were more sheep in Virginia, and in pasture fields during the greater part of the year, and it was only in severe spells of sleet or snow that they were kept up, and we all know these sleet and snow spells are very rare in our Virginia winters.

Practically no grain was fed to these sheep, but they had a ration of hay, probably Timothy and bergrass mixed, or clover hay, when they happened to be put up.

During the lambing season they were looked after, especially to the extent of endeavoring to make the ewes nurse their lambs, which is sometimes a difficult thing, as nearly all flock masters know.

Gold in the Sheep's Track.
There is an old Spanish proverb that has much wisdom in it. It reads thus: "In a sheep's track there is gold." We

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VIEWS AND NEAR VIEWS; HINTS AND SUGGESTIONS

So Near and Yet So Far—Hints to Several Rail-
roads in Virginia—A Word to Good Farm-
ers—Talk of Cranks—Some Other Hint.

BY FRANK S. WOODSON,
Industrial Editor.

The Weldon (North Carolina) News, always loyal to its State and its town as it should be, talks enthusiastically as follows:

"The evidence accumulates that North Carolina is the ideal cotton-growing country, as well as the region of growing the finest grades of yellow tobacco and of the most perfectly matured peanuts. It is the land where the strawberry and small fruits reach the acme of perfection, and where all sorts of early truck attains the most luxuriant state of perfection. In other words, North Carolina is the garden spot of the world."

That is good, and it comes mighty close to being in strict accordance with the actualities. Yes, mighty close. Weldon, I believe, is not more than a mile from the Virginia line.

Whole Volley of Hints.

There are hints and hints, and some of them are double barreled. Here is a double barreled one which I get from a news item:

A most effective way of convincing impressing Western and Northwest farmers with the resources of the territory in Louisiana and Mississippi is being shown by the Illinois Central Railroad through a demonstration train which it is running this month stopping at points on its line in Illinois, Iowa, Indiana, Wisconsin and South Dakota.

The entire month of October is being devoted to this work, and altogether over 160 towns in the agricultural sections of these States will be visited.

The cars of this train are filled with the farm products of Louisiana and Mississippi in the finest and greater variety that could be produced. Without question they do great credit to the agricultural possibilities of the two States.

The train is being run with the cooperation of the College of Agriculture of Louisiana, the Agricultural Experiment Station of Louisiana, the Agricultural and Mechanical College of Mississippi and the Agricultural Experiment Station of Mississippi.

Thirty-to-forty-minute talks on the agricultural resources and opportunities of Louisiana and Mississippi are being made by professors representing the above institutions under the direction of Professor W. R. Dodson, dean and director of the Louisiana Agricultural Experiment Station, and Professor J. W. Fox, director of the Mississippi Agricultural Experiment Station. The daily reports of these in charge of this interesting undertaking evi-

dences its great success, and at every stop the train is visited by hundreds of farmers and their families, all of whom eagerly inspect the actual products exhibited from those two Southern States. The average attendance so far has been over 1,500 daily.

The arrow in the double hint in all of the above points to several railroads that penetrate Virginia and to the Agricultural Department and other agricultural agencies in the employ of the Commonwealth. A combination of the railways and the agricultural agencies of the State could work wonders along the lines suggested above.

Don't Put All Eggs in One Basket.

Colonel G. E. Webb, the editor of the Southern Tobacco Journal, which paper he prints in Winston-Salem, but he ought to move his shop to Richmond, is a fine "mixer." He goes out among the people, especially the tobacco people, and he catches on to some very fine ideas by this mixing and picks up a lot of wisdom of one kind and another. In his last paper he lets out some of this wisdom in the following paragraph:

"The editor of this journal comes in contact with thousands of tobacco farmers annually, and he talks with hundreds of them during the season. He finds that here and there are tobacco farmers who make their own supplies—their wheat, corn, meat, vegetables, and in fact, about all that is consumed on the farm, and then he makes what tobacco he can care for. Wherever this kind of a farmer is found, he does not have to worry over farmers' unions, and things of that sort. He is independent, always. It is the tobacco farmer who neglects all crops except his tobacco that is quarreling with conditions."

Heard the Cranks Talk.
I met two cranks the past week. Well, I guess I met 200, as for that matter, but the two I have special reference to were of different species. One said: "Why can't the Industrial Section let up on the State Fair? Haven't you said enough about it?"

I think not. It is a very interesting subject, and I think it will do to talk about for a year to come. I am inclined to think this crank, who runs a little paper of his own, was afraid I would exhaust the subject before he gets a chance with his semi-occasional issues to say his little say about it; but let that pass. The other crank was of the opinion that The Times-Dispatch and the Industrial Section of

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SOME TALK ABOUT RAILWAY LINES

Strikes in the Dark, but Strikes
That May Interest Vir-
ginia Readers.

WHAT ARE RAILWAYS DOING?

Talk in the Air That May Be
Advantageous to Old
Virginia.

The Manufacturers' Record tries very hard to keep up with the doings of the railroads in the South, especially in Virginia, and so does the Industrial Section of The Times-Dispatch, but it is a wonderful undertaking, and a mighty hard thing to do, the railroads are so curious and so changeable. However, the Record undertakes to sum up a rather complicated situation in a way that may interest many readers of this paper. The sum-up, which may be more or less true, or more or less false, of the mark, is as follows:

A late report from Frankfurt announces the charter there of the Cincinnati Northern Railway of Kentucky, with a capital stock of \$5,000,000. The incorporators are all residents of Johnson City, Tenn., at least, their addresses appear so at Frankfurt. The name of J. C. Stone, treasurer of the Cincinnati and Ohio Railway, is prominent in the list, with that of Isaac McQuinn, controller; second, the others being E. S. Bowen, H. G. Morrison and W. V. Belev.

"Under Construction."
The Carolina, Clinchfield and Ohio is now about 250 miles long, from Danville, Va., via Johnson City to Spartanburg, S. C., and the approximately 400 miles between Danville, Va., and Eufora, Ky., is being terminated by the Chesapeake and Ohio Railway, is put down in the railroad guides as being "under construction," although little progress has lately been made upon it, according to reports from that part of the country. The road also has a branch of about twenty miles extending from St. Paul, Va., which is seven and one-half miles south of Danville, to Hurricane, Ky.

It has been reported for some time that the Chesapeake and Ohio Railway and the seaboard Air Line were after the Carolina, Clinchfield and Ohio, with a view to a purchase, the former for a southern outlet for its Western lines, and the latter for a connection of its own large coal fields, located in reference to this prospective deal indicated that there was at present little prospect of an early consummation of it.

The Meaning Thereof.
But now comes the announcement that M. J. Connelley, general manager and chief engineer of the Carolina, Clinchfield and Ohio, has resigned, and has accepted the position of vice-president in charge of transportation on the Chesapeake and Ohio Railway, with headquarters at Richmond. He takes up his new duties November 1.

There was also the statement from Richmond that Major James H. Dooley and Frederick W. Scott, the latter of Scott & Stringfellow, bankers, resigned from the board of directors of the Chesapeake and Ohio, by H. Major Dooley's resignation was presented to the board and was accepted. A late dispatch says he was re-elected a director. Major Dooley is a native of New York, who is chairman of the executive committee of the Chicago and Alton road, also a Hawley property.

Competition in Sight, Perhaps.
Whether these things have anything to do with an acquisition of the Carolina, Clinchfield and Ohio does not appear, but the several items would seem to indicate that an important step has been or is about to be taken.

At Norfolk it is reported that the New York Central lines have acquired or are about to acquire the Virginia Railway, that was built by the late H. H. Rogers of New York, as a great coal-carrying road of easy grades all the way from Norfolk in West Virginia to Chesapeake Bay, and it is intimated that the changes in the directorate of the Chesapeake and Ohio may be on account of anticipated competition which will result between the roads.

BELLWOOD FARM; ITS ATTRACTIONS

Came to Virginia for
health and Found a
Farm Worth Having

DEMONSTRATION
WITHOUT COST

What the Bellwoods Are Doing
in Chesterfield Can Be Done
Almost Anywhere in Old
Virginia—And It Costs
Nothing to Find Out
About It.

BY FRANK S. WOODSON.

I hardly know where to commence to tell about this man Bellwood, who owns a big farm over in Chesterfield county, and has made it something like the Garden of Eden. His exhibit of what his farm produced, an exhibit made at the State Fair, this month, told the whole story to the people who saw the exhibit, but it may be that not more than half of the readers of The Times-Dispatch saw that exhibit, and perhaps it will be well enough for me to tell something about it, and incidentally about the Bellwood farm and the Bellwoods—there are several of them—father and sons and daughter.

The story of the Bellwood farm is simply illustrative, and for that reason I am going to intrude a little upon the privacy of the farm and upon the courtesy of the fine old gentleman who runs it. He and his boys have demonstrated there what can be done down here in Virginia, and in what some folks regard as the poorest part of Virginia what can be done by folks who know how to do things.

I like hundreds of other people was attracted by the Bellwood exhibit at the State Fair, and like a thousand other folks I asked, "How did you do it?" Mr. Bellwood invited me out to his place in Chesterfield county to see for myself. I went.

In Search of Health.
Twenty-three years ago Mr. James Bellwood, who lived away up yonder in Canada, was in bad health. He was advised by his doctor to "go down South" in search of health. He came down here looking for health, not for a farm. He found the health all right, and he also found a farm that struck his fancy, out in Chesterfield county.

Major Gus Drewry's farm bordering on the James River was for sale. It was a historic place, but Mr. Bellwood did not take much stock in its history. He liked the land. True it was what we call worn-out land, but Mr. Bellwood thought it was "revivable" land, and he bought it, very cheap, I guess. He had three boys, and he wanted to give each of them a piece of land, and he went to work with his boys and such labor as he could employ.

And the Boys.
But about these boys: There was Albert, the senior; Edwin C. the next, and little Frank, the younger, who turns out to be a real genius in that he can handle any mechanical instrument that was ever invented. He can build a house or a barn or make a door or a gate or anything else. I learn that he has recently become quite an artist in making concrete barns and concrete water troughs, and even concrete houses for negroes to live in and keep warm in. Frank is a genius, no mistake about that. But that is all by the way.

Old Drewry's Bluff.
The old Drewry's Bluff farm which Mr. Bellwood bought, contained about 1,400 acres, more or less, the home place being about a mile from the raging James River. Later he bought an adjoining farm, maybe two of them, and now he holds about 2,400 acres of Chesterfield county land, and all of these acres were badly worn out when Mr. Bellwood got them. To-day they are as rich as cream, and why?

The answer to this question is my story, my illustrative story. In the first place these Bellwoods got right down to intelligent farming. Rotation of crops, preserving the fertility of the soil by intelligent methods, cultivating the crops best adapted to the soil and other up-to-date methods became their motto.

Home Made Goods.
Another thing Mr. Bellwood set for his idea and taught it to his boys, that the way to farm successfully was to grow the raw material and then manufacture the raw material on the farm. Now what does this mean? It means grow all the grain you can, all the hay you can, all the other things you can, and then have some stock, some cattle and some other things to eat it all, and let the stock manufacture the finished goods, that is to say, the milk and butter from the cows, the beef from the steers, the mutton from the sheep.

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